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The author's contention that the large business man is primarily an acquirer, and only incidentally a producer of wealth, is undoubtedly correct. The large business man, like the professional man and the laborer, is primarily interested in acquiring wealth. If he can acquire wealth only by producing it, that is because of the perfection of the machinery of social control and not because of any benevolence on his part. Unfortunately the machinery of social control is far from perfect.

In the foregoing criticisms it is not intended to question in any way the value of such a study as that which Professor Veblen has made. We have had studies of the labor movement, of the leisure class, and of various specific industries. No one need insist that any one of these is a dominating factor in order to prove that such studies are valuable. This study of business enterprise is therefore heartily commended to those who are willing to do some decidedly hard reading in a new field and on an original and suggestive treatise.

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Eisen- und Stahlindustrie. VON DR. OSKAR STILLICH. Nationalökonomische Forschungen auf dem Gebiete der grossindustriellen Unternehmung. Band I. Berlin, Franz Siemenroth, 1904. — xii, 238 pp.

A new department of economics has lately separated itself from the mass of studies which have succeeded the old simple deductive political economy, and even sometimes finds a place in university curricula as "descriptive economics." It borrows from theory enough to serve as a guide through the tangled maze of facts which make up modern industry, it is indebted to history for light as to the development of the present out of the past, and it takes from statistics figures to prove the effects of interior and exterior forces upon trade. It may base itself upon technics and trace the effects of improvements in processes and methods on trade, labor and output, or it may recount the technical, commercial and financial development of typical businesses in an industry so as to show forth the general progress and condition of the whole trade. The latter is the course adopted by Dr. Stillich in dealing with the iron and steel industries of Germany, and he proposes to follow the present work with volumes on other branches of industry and transport. Taking five of the most prominent iron works of Westphalia, Hanover and Upper Silesia—Luxemburg and Lorraine being unfortunately omitted—he has compiled his narrative from prospectuses, business reports, memorials prepared for exhibitions and anniversaries, and similar documents, supplementing these studies by personal enquiries. Needless to say he found great difficulties in his task, for business men are generally unwilling to disclose particulars which they fear may help their business rivals, and very often have only the vaguest ideas of general trade policy or of their relation to the trade by which they live. " Our aim is to make money," said one man; " Our business is to produce," said another — admirable sentiments doubtless, but not particularly illuminative to the economist.

From Dr. Stillich's pages we learn that the two great revolutionary inventions of the nineteenth century affected Germany very differently. The Bessemer process gave England a great advantage, for the black-band ores of Westphalia were soon exhausted and none of the works were favourably situated for the importation of hematite. The Thomas Gilchrist process, on the other hand, virtually created the modern iron industry of Germany, whose manganiferous ores, high in phosphorus, were admirably suited to make pig-iron for the basic convertors. The Franco-German war shifted the centre of the iron trade from Westphalia to Luxemburg and Lorraine, which now produce more than three-fourths of all the iron ore in Germany. Fuel forms one of the most serious problems for the German iron-masters, for the coal is generally poor in coking qualities, and it is only the cheapness of the phosphoric ores — its ore costs the *Ilsederhütte* of Hanover only 2.6 marks per ton — which keeps the iron industry alive. Great as has been the progress, both scientifically and commercially, of Germany in the production of iron and steel, the tale is not one of uninterrupted prosperity. The *Hoerder Bergwerks- und Hütteverein*, one of the principal companies in Westphalia, paid no dividends for sixteen years in the period 1874–75 — 1894–95, and the capital losses of the famous *Dortmunder Union* since its foundation in 1872 amount to 73,050,000 marks. "Dumping" abroad was tried as a relief from depression in the seventies, the formation of cartells dates from the bad times of the eighties, while for about a quarter of a century a highly protective tariff has been in force. None of these devices has saved the German iron industry from the crises of 1873–79, 1883–87, 1890–94, and 1900–03, and the last has been perhaps the severest of all.

Dr. Stillich illustrates this general history from the particular course of the five great companies he describes in his book, and he shows also the way in which they were affected by business management, financial policy, scientific equipment, the location of the works, and their suitability for efficient organization. The benevolent institutions established by the masters to bind their workpeople to them also claim a good deal of his attention. It would take too much space to deal here with all these factors; the student must go to the book itself. Dr. Stillich does not claim to write a history of German industrial development, but rather a commentary thereon, and his individual treatment makes more vivid those forces whose reality one is apt to lose in a more comprehensive but more general work. He has done wonders with imperfect material, and his book may not only be esteemed a success but may be taken as a model. There is plenty of room for similar books dealing with American and British industries, and one can only hope that he will have plenty of imitators.

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Modern Tariff History: Germany, United States, France. By PERCY ASHLEY, M. A. With a preface by the RT. HON. R. B. HALDANE, M.P. London, Murray, 1904. — xxiii, 358 pp.

The fiscal discussion in Great Britain has been productive of much shoddy stuff under the guise of economics, but it has also been the cause of some few books of permanent value. Among these latter must certainly be numbered the one now under consideration. The author, not professing much original research, has based this volume on lectures delivered at the London School of Economics. He has attempted "to provide students with a brief and, so far as possible, unpartisan sketch of the development of tariff policy in those states which are most frequently compared with the United Kingdom, and of the forces, political and economic, which have determined that development." Mr. Haldane in his preface comments on this analysis from the free-trade standpoint, and concludes that while Great Britain must hold fast to her present policy there is still much to be done for the expansion of her trade and for the maintenance of the unity of the British Empire. The former depends on improving the quality of her goods, the latter is to be secured by the avoidance of anything which restricts the complete freedom of all parts of the British dominions.

In Germany political motives have always been closely intertwined with economic policy. German industry was hampered by the separate tariff systems of about sixty states, and the independence of these states was an obstacle to German unity. External protection was the price of internal freedom, and on this basis the *Zollverein* was established in 1834. The growth of protection was justified by List's theory that protection was necessary to enable a state to ascend from the agricultural to the industrial stage. The application of his doctrine of the development of industrial powers led to conflict between the agriculturists, who were